

Other Transportation Modes RSMo 21.795.2.(3)

Introduction

The information in this section is in accordance with the highlighted portion in the following section of the reporting statute. *“(3) The proposed allocation and expenditure of moneys **and the proposed work plan for the current fiscal year, at least the next four years, and for any period of time expressed in any public transportation plan approved by either the general assembly or by the voters of Missouri. This proposed allocation and expenditure of money shall include the amounts of proposed allocation and expenditure of moneys in each of the categories listed in subdivision (1) of this subsection; ...**” Section 21.795.2(3), RSMo Supp. 1998 (emphasis added).*

The 2002-2006 Statewide Transportation Improvement Program is the first to include projects for modes other than highways and bridges. The department added aviation, rail, water and transit facilities because they are integral parts of the entire transportation system for which MoDOT is responsible.

More than \$49.11 million in improvements were made with federal and state funds to the state's aviation, rail, water and transit facilities during fiscal year 2001. Funding for the projects came from federal and state government. This does not include local participation. Although these improvements addressed many critical issues, numerous other needs will remain important parts of MoDOT's future multimodal programs.

Improvements include \$6.232 million for the state's share of Amtrak funding for operations, advertising and station improvements. Waterways funding included \$454,987 for administrative grants to 12 ports and one port commission while \$6.1 million was appropriated, but not released by the Governor's Office, for seven improvement projects.

More than \$13.8 million in state and federal aviation funding was provided for improving and maintaining Missouri airports. Projects included construction of a new general aviation airport, rehabilitation/expansion of seven runways, and 11 airfield pavement projects.

More than 225 new vehicles were made available to transportation providers. State and federal operating assistance in the amount of \$19.4 million supported more than 70 million passenger trips statewide. Three hundred public transportation providers or specialized organizations serving the elderly or disabled received state aid. Other accomplishments included receiving \$1 million to provide new transportation for job access programs; conclusion of a Springfield—Branson transportation study; and

earmarked funding for new facilities for OATS, Inc., SMTS and the Jackson County Board of Services.

The information shown under “Missouri Transit Funding Summary, FFY 2001-2003” is projected funding for future years 2002 and 2003. This is based on known TEA 21 funding information. No state funding projections are made since they are dependent on appropriation by the legislature and dependent on revenue levels for future years.

While the state has seen gains in its multimodal operations, more significant improvements depend on establishing a more substantial, reliable and consistent source of funding for the other modes. It is difficult to accurately forecast improvements in these modes at current funding levels and with only the current funding mechanism.

TRANSIT PROJECTS

Transit projects are primarily funded using capital and operating assistance from the Federal Transit Administration (FTA). FTA funds administered by the Multimodal Operations unit of MoDOT include Sections 5303, 5307, 5309, 5310, 5311 and 5313 under Chapter 53 of Title 49 United States Code (U.S.C.).

Section 5303

Section 5303 funds support transit planning in Missouri's six urbanized areas. Missouri's annual apportionments are allocated to the urbanized areas on the basis of population—taking into account a minimum funding level for each and a grandfathered minimum for the East-West Gateway Coordinating Council in the St. Louis metropolitan area.

Section 5307

Section 5307 funds are restricted to capital and operating assistance for general public transportation systems in the six Missouri urbanized areas, also called metropolitan areas which are Columbia, Joplin, Kansas City, St. Joseph, St. Louis and Springfield. An urbanized area is a city or cities including densely settled contiguous areas having a population of 50,000 or more persons. Section 5307 funds for Kansas City and St. Louis go directly from FTA to the transit operators in those areas. Projects utilizing these funds are listed in the individual Metropolitan Planning Organization's Metropolitan Area Transportation Improvement Programs (TIPs).

Capital assistance is 80 percent federal and 20 percent local. Operating assistance changed from 50 percent federal and 50 percent local under the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) to 80 percent federal and 20 percent local under the Transportation Equity Act for the 21st Century (TEA-21). However, operating subsidies in the Kansas City and St. Louis areas have been reduced to minimal amounts under TEA-21. Section 5307 funding amounts listed in the subsequent transit funding summary are for the Columbia, Joplin, St. Joseph and Springfield areas only.

Section 5309

Section 5309 funds are restricted to capital assistance for general public transportation systems and/or systems which provide community-wide assistance to all persons with disabilities. These funds are applicable statewide. Eligible recipients of Section 5309 assistance are public entities or not-for-profit organizations who provide general public transit services. Section 5309 assistance has

become the major sources of funding for capital assistance throughout the state. Capital purchases are funded 80 percent federal and 20 percent local.

Since 1993, Missouri's Congressional Delegation has been able to " earmark " appropriations of Section 5309 funds to the state of Missouri. MoDOT administers funding from the statewide appropriation.

Section 5310

Section 5310 funds provide capital assistance for non-profit organizations that provide service to the elderly and persons with disabilities. Missouri receives an annual statewide allocation of federal assistance to purchase vehicles, primarily vans. Capital assistance is 80 percent federal and 20 percent local.

MoDOT sub-allocates this allocation to outstate and to the urbanized areas of Columbia, Joplin, Kansas City, Springfield, St. Joseph, St. Louis and Springfield based on their respective elderly and disabled persons populations. Each of the urbanized areas has established their own evaluation criteria.

For those organizations located in outstate or the non-urbanized portion of Missouri, MoDOT evaluates applications for vehicle purchases based on the following criteria.

Non-Urbanized Area Evaluation Criteria

Yearly Mileage

Maximum 15 Points

Based on annual usage of 25,000 miles. Federal guidelines allow replacement after four years or 100,000 miles. However, MoDOT allows reimbursement only on 100,000 miles.

Odometer Reading

Maximum 10 Points

Based on mileage over the 100,000 minimum required for replacement.

Staff Evaluation

Maximum 10 Points

Based on an evaluation of the overall efficiency and record keeping of the organization.

Usage

Maximum 25 Points

Based on amount of time vehicle is utilized.

Type of Service**Maximum 30 Points**

Based on the type of service provided: highest priority is medical (weighted at 5/1); employment, nutrition, necessary shopping, education (3/1); recreation and miscellaneous (1/1); organizations providing 25 percent or more recreation trips receive zero points in this category.

Hours**Maximum 10 Points**

Based on a maximum of eight hours a day operation.

Section 5311

Section 5311 provides capital and operating assistance to public transportation systems in non-urbanized areas. A non-urbanized area is an area outside a city of 50,000 or more inhabitants and its densely settled fringe areas. Section 5311 projects include planning and technical studies, system design, capital acquisition, and assistance in defraying operating losses.

Eligible recipients of Section 5311 assistance include public bodies, private not-for-profit corporations and operators of service that provide general public transportation services. Private for-profit providers of service are eligible through purchase of service agreements with a local public body for the provision of public transportation services.

Planning and related technical studies are currently funded entirely with federal funds. Capital projects are funded 80 percent federal and 20 percent local. Operating assistance projects may receive up to 50 percent of their net loss from federal funds.

Section 5313

MoDOT receives an annual apportionment of FTA statewide transit planning funds. These funds are used to support transit planning, analysis and technical assistance activities carried out by department staff. The funds are also used to support specific local transit planning and technical studies carried out in local areas.

MISSOURI TRANSIT FUNDING SUMMARY, FFY 2001-2003
(Millions of Dollars)

<i>Name of Applicant</i>	<i>FFY</i>	<i>Type of Improvement</i>	<i>Fund Category</i>	<i>Receiving Agency</i>	<i>Total Cost</i>	<i>Source Agency</i>	<i>Federal Amount</i>	<i>Source Agency</i>	<i>Local Amount</i>
Section 5307*									
MoDOT	2001	Purchases/ Subsidies	Capital/ Operating	MoDOT	6.852	FTA	3.426	Local	3.426
MoDOT	2002	Purchases/ Subsidies	Capital/ Operating	MoDOT	7.240	FTA	3.620	Local	3.620
MoDOT	2003	Purchases/ Subsidies	Capital/ Operating	MoDOT	7.649	FTA	3.824	Local	3.824
Section 5309**									
MoDOT	2001	KC, MO Commuter Rail Study	Capital	KCATA/ MoDOT	0.620	FTA	.496	Local	0.124
MoDOT	2001	Cross-State Rail Study	Capital	MoDOT	0.620	FTA	.496	Local	0.124
MoDOT	2001	Purchases	Capital	MoDOT	11.500	FTA	9.200	Local	2.300
MoDOT	2002	Purchases	Capital	MoDOT	12.880	FTA	10.300	Local	2.580
MoDOT	2003	Purchases	Capital	MoDOT	14.420	FTA	11.540	Local	2.890

MISSOURI TRANSIT FUNDING SUMMARY, FFY 2001-2003 (cont.)
(Millions of Dollars)

<i>Name of Applicant</i>	<i>FFY</i>	<i>Type of Improvement</i>	<i>Fund Category</i>	<i>Receiving Agency</i>	<i>Total Cost</i>	<i>Source Agency</i>	<i>Federal Amount</i>	<i>Source Agency</i>	<i>Local Amount</i>
Section 5310									
MoDOT	2001	Purchases	Capital	MoDOT	1.680	FTA	1.34	Local	0.336
MoDOT	2002	Purchases	Capital	MoDOT	1.850	FTA	1.48	Local	0.370
MoDOT	2003	Purchases	Capital	MoDOT	1.950	FTA	1.56	Local	0.390
Section 5313									
MoDOT	2001	Planning	Planning	MoDOT	0.226	FTA	0.181	State	0.045
MoDOT	2002	Planning	Planning	MoDOT	0.240	FTA	0.192	State	0.048
MoDOT	2003	Planning	Planning	MoDOT	0.254	FTA	0.203	State	0.050
Section 5303									
MoDOT	2001	Planning	Planning	MoDOT	1.072	FTA	0.858	MPO	0.214
MoDOT	2002	Planning	Planning	MoDOT	1.137	FTA	0.910	MPO	0.227
MoDOT	2003	Planning	Planning	MoDOT	1.205	FTA	0.964	MPO	0.240

MISSOURI TRANSIT FUNDING SUMMARY, FFY 2001-2003 (cont.)
(Millions of Dollars)

<i>Name of Applicant</i>	<i>FFY</i>	<i>Type of Improvement</i>	<i>Fund Category</i>	<i>Receiving Agency</i>	<i>Total Cost</i>	<i>Source Agency</i>	<i>Federal Amount</i>	<i>Source Agency</i>	<i>Local Amount</i>
Section 5311									
MoDOT	2001	Subsidy	Operating	MoDOT	10.414	FTA	5.207	Local	5.207
MoDOT	2001	Subsidy	RTAP	MoDOT	0.117	FTA	0.117	Local	0.000
MoDOT	2002	Subsidy	Operating	MoDOT	11.096	FTA	5.548	Local	5.548
MoDOT	2002	Subsidy	RTAP	MoDOT	0.121	FTA	0.121	Local	0.000
MoDOT	2003	Subsidy	Operating	MoDOT	11.822	FTA	5.911	Local	5.911
MoDOT	2003	Subsidy	RTAP	MoDOT	0.129	FTA	0.129	Local	0.000
Section 3037 (Welfare to Work)									
MoDOT	2001	Subsidy	Operating	MoDOT	1.800	FTA	0.900	Local	0.900
MoDOT	2002	Subsidy	Operating	MoDOT	1.800	FTA	0.900	Local	0.900
MoDOT	2003	Subsidy	Operating	MoDOT	1.800	FTA	0.900	Local	0.900

Notes:

* Funds for Columbia, Joplin, St. Joseph and Springfield areas are listed at 80 percent federal and 20 percent local. However, Joplin area operating subsidies will be funded at 50 percent federal and 50 percent local until the accumulated 1991 ISTEA fund balance is expended.

** Funds for all six urbanized areas.

Project information for applicable funding in the six Missouri Metropolitan Areas of Columbia, Joplin, Kansas City, St. Joseph, St. Louis and Springfield can be found in the separate Metropolitan Planning Organization (MPO) TIPs.